

## The Evening World.

ESTABLISHED BY JOSEPH PULITZER.  
Published Daily Except Sunday by The Press Publishing Company, Nos. 53 to 55 Park Row, New York.  
Ralph Pulitzer, President, 53 Park Row.  
Joseph Pulitzer, Jr., Secretary, 53 Park Row.  
Entered at the Post-Office at New York as Second-Class Matter.  
Subscription Rates: For the United States and Canada, \$2.50 per year in advance; for foreign, \$3.50 per year in advance. Single copies, 10 cents.  
One Year, \$2.50; One Month, .30; One Week, .10.  
VOLUME 53, NO. 18,726

## IS A PUBLIC LICENSE LEAVE TO PREY ON THE PUBLIC?

**B**OLISH the private hackstand.  
Former Assistant Corporation Counsel Cosby, author of Cosby's Code of Ordinances and late President of the Merchants' Association, joins Mayor Gaynor and other city officials in supporting The Evening World's fight for a cheap, safe, popular cab service. Says Mr. Cosby:

The contention of the cab companies and hotel men that they must give their guests an assured service of honest drivers and efficient cabs is a condition that should not exist. For it implies that there are cabs which are granted license in New York City for the carrying of passengers which are not reliable.

Therefore strict rules and regulations similar to those in other cities where the system has been perfected must be made so that every driver must prove his honesty and efficiency and be bonded accordingly if necessary. All cabs must be so equipped and under such strict surveillance that any cab in the City of New York serving the public will be as good as another in efficiency.

This is the same clear, specific policy laid down in the Ten Taxicab Tests which The Evening World compiled and published several months ago as the basis for a new service.

## TEN TAXICAB TESTS.

1. All properly licensed taxicabs should have equal rights. No hotel should be allowed to sell to a taxicab company special privileges which belong to the public. No taxicab company should be permitted to charge the public exorbitant fares on the ground that it must pay a hotel for such privileges.
2. All licensed taxicabs should be equally safe. No hotel should be allowed to plead that it must favor certain cabs for the safety of the patrons. Taxicabs with extra runs for hotel guests are, of course, permissible. But every licensed taxicab doing business in the public streets should be safe and should have access to any hotel.
3. Taxicabs should be held to specified standards of construction and equipment. Thorough examination of the machine should precede the granting of a license. Meters should be tested and frequently inspected if necessary under seal. Any car failing below the standard should be ruled out of the streets.
4. Taxicab stands should be numerous and convenient. Hotels should not be permitted to monopolize such stands. The city should designate stands in squares and side streets wherever possible. In certain streets, at certain hours when traffic is not impeded thereby, cabs should be allowed to take passengers on hall from the curb.
5. The licensing of taxicab chauffeurs must be thoroughly organized on a high plane. Every taxi driver should be at least twenty-one years old, able to read and write, experienced, healthy, strong enough to manage his machine and handle luggage, neat and polite. He should be required to furnish testimonials as to his record, and to pass a practical examination proving his ability to handle the car he proposes to drive. No man with a criminal record should be considered.
6. Under no circumstances should any person be permitted to ride on the front of a taxicab with the driver. The front of the cab should have but one seat and that should be occupied by the chauffeur himself. His license number should be always plainly displayed. His photograph should be stamped on his license.
7. A book of rules and regulations should be carried by every chauffeur. He should be familiar with the contents. A list of these rules and a schedule of distances and fares should be displayed inside the cab in plain view of the passenger.
8. The city should insist upon the adoption by the companies within reasonable time of devices for the convenience and comfort of taxicab passengers. Every cab should be required to carry a rug in cold weather. The front window should have in the glass behind the chauffeur's head a shutter through which the passenger may speak without opening door or window. Invention of similar conveniences should be encouraged.
9. Fares of New York taxicabs should be reduced, not immediately to the low European scale, but to a point which shall at once encourage the general public to regard and use the taxicab as a convenience for the many and not as a luxury for the few. Particularly should the tariff for short distances be reduced. A tariff of forty cents for the first mile or fraction thereof and ten cents for each additional quarter mile would soon stimulate a confidence in taxicabs and lead to further and more consistent reductions.
10. The city should establish and maintain a special traffic bureau for the regulation of taxicabs, examination of taxicab drivers and supervision and study of the taxicab system as might further the extension and cheapening of the service. If necessary fifty taxicab inspectors should be put in the streets. Taxicab rules and tariffs should be so laid down as to be absolutely clear to the companies and to the police. In any difficult appeal to a policeman should be final.

Will any taxicab proprietor, hotel man or Alderman deny that the people of New York have a right to apply each and every one of these tests to taxicabs licensed by the city to maintain a public service in the public streets?

A six-year-old girl, abandoned by her mother in infancy, has been brought up in love and happiness by a foster mother, only to be claimed at last by the real mother whom the child has never known. Might not Solomon himself falter at a judgment?

"All but \$25,000,000 gone—given away!" says old Andy of Skibo. Well, are there no boarding-houses left for nice, elderly gentlemen of the church-mouse variety?

Are you as thankful to-day?

## Letters From the People

What Shape of Head Denotes.

To the Editor of The Evening World:  
I can answer "M. H. S." query as to what the shape of the head denotes: A very small head denotes weakness; a very bulky one stupidity; a very long one a lack of reasoning power; and one that is too wide indicates a large development of the selfish propensities.

R. H. L.

The Silent Sweeper.

To the Editor of The Evening World:  
Recently, while in Brooklyn, I was looking for a street which I could not find. Not seeing a policeman and seeing an employee of the Street Cleaning Department I asked him to direct me to my destination. He made no reply, but kept right on sweeping. Finally, when I asked him if he could sweep English, he replied "he was working under orders." Now what I would like to know are the "orders" so issued, that a

man on duty cannot speak, readers? If so, they seem to me little or no better than those four men in prison. Or is it that some of our men employed in our Street Cleaning Department cannot speak English, and the authorities, not wishing this to be generally known, have issued such an order? A. L. R.

Here is a Real Cause for Blues!

To the Editor of The Evening World:

We read much of what is done for poor people for Thanksgiving and for Christmas. I would like to ask readers does any one ever think of the poor grave diggers at the cemeteries on such holidays? No, and such men in a lonely place like that are neglected. People think of the loved ones buried there, but never of the grave digger. Send presents for such men's families, you readers who want to cause Christmas joy, and make them happy. Please, readers, take this to heart. O. U. K.

## Why Not?

Copyright, 1912, by The Press Publishing Co., The New York Evening World.

By Maurice Ketten

